


Fuel Oil non-availability report

Name of Vessel:	HE HUA HAI	Flag:	P.R.CHINA	IMO Number:	9620516
(if other relevant registration # enter here) :					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
43° 22' .00 N	055° 00' .00 W				
47° 31' .00 N	059° 26' .00 W				
49° 21' .65 N	064° 05' .60 W				
49° 24' .50 N	065° 00' .00 W				
50° 00' .33 N	066° 46' .83 W				
50° 01' .00 N	066° 47' .36 W				
50° 01' .95 N	066° 46' .93 W				
50° 01' .97 N	066° 47' .14 W				
Port of Origin:	CEUTA	Date:	2016-MAY-03RD		
Port of Destination:	PORT CARTIER	First port of Arrival:	N/A		
Date vessel first received notice that it would be transiting in the N. American ECA:				29-04-2016	
Vessel's location at the time of notice:		mediterranean sea AROUND POSITION:36-26.9N/014---44.6E			
Date/Time ship operator expects to enter N American ECA:			2016-MAY-11 TH 2100LT(2400UTC)		
Date/Time ship operator expects to exit N American ECA:			2016-JUNE-09 TH 0800LT(1200UTC)		
Projected days ship's main propulsion engines will be in operation within N American ECA:				4.5DAYS	
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				YES,0.098%MM	
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p>POSSIBLE WAITING FOR BERTH A LONG TIME AT ANCHORAGE OF PORT CARTIER.</p> <p>IF ONLY WAITING FOR BERTH AROUND 10 DAYS AT ANCHORAGE,VSL'S LOW SULPHUR FUEL OIL IS ENOUGH. THE VESSEL HAS RECEIVED MAXIMUM PERMISSIBLE LSGO IN LAST BUNKERING PORT CEUTA.</p> <p>PORT RULES PROHIBIT BUNKERING IN PORT CARTIER WILL LEAD TO VSL'S FUEL OIL IS NOT AVAILABLE.</p> <p>VSL HAS ALREADY APPLIED FOR CHARTERER TO SUPPLY FUEL OIL IN PORT CARTIER.</p> <p>VESSEL IS RUNNING ON MOST ECONOMIC SPEED WITH LOWEST POSSIBLE DAILY CONSUMPTION / DAILY BUNKERS CONSUMPTION IS REDUCED TO THE ABSOLUTE MINIMUM / DAILY CONTACT WITH LOAD PORT AGENT IN ORDER TO REDUCE WAITING TIME AT ANCHOARGE</p> <p>THE LOAD PORT TERMINAL HAS BEEN ASKED TO GRANT PERMISSION TO SUPPLY LSGO AT BERTH OR AT ANCHORAGE, BUT WAS GRANTED FOR EITHER POSITION.</p>					

Name of suppliers contacted:	Address:	Date of contact:
NO PERMISSION FOR SUPPLY AT BERTH OR ANCHORAGE GRANTED BY TERMINAL	-	-
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		PORT CARTIER
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):waiting		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
LOAD PORT TERMINAL HAS BEEN APPROACHED TO GRANT PERMISSION FOR SUPPLY OF LSGO AT BERTH OR ANCHORAGE WITH BOTH ARE NOT GRANTED
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:
RE-APPLY FOR PERMISSION TO SUPPLY LSGO EITHER AT BERTH OR AT ANCHORAGE

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
1,VSL APPLY FOR BUNKERING 2,PORT AUTHORITY'S PERMISSION							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
NO PLAN TO USA							
List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil: YES.				
Name MOBILE	Date 22- 25TH/ MARCH /2016	Did vessel use compliant fuel oil? (yes/no)					
a)			Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		ZHOU MINGJIAN		Ship Operator Name:		TANG QINGYU	
Legal Agent in the U.S.:		N/A		Ship Owner Name:		COSCO BULK CARRIER CO.LTD	
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):							

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
Signature 	Print Name ZHOU MINGJIAN	Date 2016-5-12